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CIA HISTORICAL REVIEW PROGRAM
RELEASE AS SANITIZED

2003

30 December 1953

MEMORANDUM FOR: SPECIAL DEPUTY/WH

SUBJECT : Arrangements to date concerning Black Flight

1. C initiated certain arrangements for a black shipment by plane of initial equipment to C. C is leaving Headquarters December 30, 1953, and is recording the progress of such arrangements in view of the complexity of the problem and probable necessity for other responsible persons to know the situation in his absence.

2. Following approval of the memo from CWH to DD/P, C of AMD was contacted and the problem from the Black Flight Specialists' point of view was placed in the hands of C, 2313 K Building, Extension 3910. C brought his three men into the picture insofar as the need for a black flight and times, destinations, weights and cubic loads were concerned. this being approved by C on a need-to-know basis. C visited C with DD/P's approval document in order to gain for C his Chief's approval to cooperate. C stated that at last he saw the gist of the project's mission (surmised from weapons' allotment approval and destination of Black flight approval) and to inform CWH that PM approval would be forthcoming on any related subject concerning the project with only the barest knowledge of the details (i.e., full steam ahead with his best wishes and any necessary signature approval).

3. C met with C of AMD and his staff and presented the problem, giving him the following information (some of the decisions herein being formulated after information discussed).

a. C would have 4,200 pounds, approximately 40 cubic feet, packed, prepared for flight and escorted into position at the proper time on C with proper loading facilities, etc. (i.e., AMD would assure sterility and security and positioning the plane; C will insure the sterility and security measures of positioning the load on the plane.)

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In order to coordinate this, AMD gave the name of their contact at C J Air Traffic Coordinator, C J Extension 7351. AMD will brief C J immediately, insofar as the flight is concerned, and on briefing him will notify C J will get together with C J of logistics on receipt of notification of C J awareness of the problem. C J, who is our logistical planner on this phase of the project and who is aware of his part in C J plans, will move to C J intermittently to control the C J end of the last-minute preparations. It is estimated that the best manner to insure coordination will be to have C J on the spot to meet with C J on entry into the field at the time of loading to insure concurrence with best security concerning the field. C J is bird-dogging gathering, packing, and trans-shipment to the field and on receipt of notification of C J awareness will effect a contact between himself and C J. It is contemplated that C J himself will handle the C J end of it to insure isolation of flight knowledge. If notification of awareness arrives before departure of C J, this meeting will be laid on and announced to responsible persons.

B. Proper packaging, gathering, and C J movement are still in an unsettled state, but it is not considered an insurmountable obstacle and the following are under way:

i. The majority of the items are assuredly to be in C J by 8 January. They will arrive in approximately sterile packages, and C J will be on hand the final three days to insure proper sterility. Proper sterility will include shaping of packages to resemble farm implements, marked with only MM to identify it to SEEKFORD's reception party, and mingled with certain open farm implements to complete the deception. Since the plane will stop enroute to pick up commo equipment (see later this report), C J will have stencils and equipment handy to mark just prior to last takeoff. in Spanish, Farm Implements. For C J C J will ride the flight from C J to Commo Pickup point.

ii. C J are briefed insofar as plans have been formulated to insure their capability of carrying out the above.

C. The pickup date is 13 January, and the exact time of arrival of the load at the plane will be announced by AMD to C J as soon as staffing is complete. This information should be passed to C J immediately. The pickup point insofar as location on C J is concerned will be passed same manner when determined.

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D. The plane will be a DC-6, completely sterilized even to technical equipment, marked with improvised Arabic numerals disavowing U. S. ownership. It is coming in from C and will probably be flown by C J pilots. This cover will be maintained until takeoff time from Commo pickup point, at which time C will disappear (responsibility of AMD) and pilots will assume dress and atmosphere of soldiers of fortune.

E. On completion of loading, the plane will depart C at a time to be designated after complete staffing, and will land at C J field. The details of security of landing and departure for C J are the responsibility of AMD and will be forwarded when determined. We have been assured that the problems are not insurmountable and that our security requirements are understood. The time and point of loading will be forthcoming from AMD to C

F. C J will have on hand at the designated place and time, approximately 12,000 pounds of commo gear. Packing and sterility and movement to point of plane loading to be responsibility of C and coordination effected between him and AMD on this subject can be explained in detail by him.

3. SEEKFORD has been instructed to determine through RUFUS contact, the C J instructions on what requirements he lays on the actions at his field C J insofar as:

- A. Time arrival, and confirmation Jan. 14 date.
- B. Approach Pattern.
- C. Recognition Signals.
- D. Taxi instructions (including refueling instructions).
- E. Off-loading point.
- F. Miscellaneous.

SEEKFORD has been instructed as to the urgent need for these instructions and expects to get them to us via cable, information this office, by approximately 4-5 January. This office should pass the information to AMD immediately. C J from Lincoln, will also pass the instructions to prevent failure of receipt of information.

If, for any unknown reason, the date of arrival requirements laid on from C J do not concur with SEEKFORD's instructions, it would be more feasible to work towards changing his requirements than changing AMD plans. Due to the time factor, it is a necessity that parallel development procedures be going on simultaneously.

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4. SEEKFORD has made preliminary arrangements for overall transportation which insure his ability to gain specific transportation for this load and to gain arrival security precautions necessary. SEEKFORD is securing truckage from C

J. Unloading crew to be RUFUS men. He has been instructed that PM equipment will be designated MM and has a list of the MM weight and cubage. He has been instructed to have sufficient truckage to separate MM and truck immediately to PM training site. SEEKFORD knows that Commo training equipment is to be on the plane marked XX and that he is to truck immediately to Commo training area. SEEKFORD did not know on departure, that other Commo material, marked RR, a rather sizeable portion of the shipment, would be on board. He is being informed by cable and will be instructed as to size and cubage and that it is to be stored under our protection immediately in the commo training site, if, as expected, the PP site is not prepared for receipt of same. SEEKFORD is aware of the need for C J, protection from local interference of the plane's activities or the offloading and trucking-to-site procedures and assures C J that although the exact manner cannot be predicted at this time it is a surety that C J, can insure same by a spoken word and that it will be done.

5. A meeting with AMD just prior to C J departure with C J should tie down more of the above and will be reported on by C J. The following should be the probable sequence of events:

- A. Confirmation of time departure flight from C J with loading instructions received from AMD.
- B. Same, C J Field.
- C. Contact between C J affected and security problems resulting from their coordination meeting presented for Security perusal.
- D. Arrival of C J requirements and dissemination of these requirements to AMD.
- E. Continuation of work by AMD and relay of progress info. to PBSUCCESS.
- F. Continuation of C J gathering and packaging efforts, with C J aid and overseeing to insure conformance with PBSUCCESS requirements.

6. Note: This paragraph is the result of a meeting at 1400 this date, and makes report by C J unnecessary.

A. The only changes coming from the meeting are as follows: 1. a C-47 from C J Field will transport the equipment from C J on the morning of Jan. 13. This plane will load at 0900 on the 13th. C J is to contact C J any time after the fifth. The C-47 will be offloaded onto the DC-6

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on arrival at **C** **] Field. It will RON and leave **C** **]**
in accord with **C** **] arrival requirements.**
Commo gear will be loaded on the 13th.**

2. AMD understands that its point of responsibility
begins at the gate of **C** **]**

3. If 100-130 or 115-145 octane gasoline is not available,
C **] a stopover will be arranged by AMD at West Palm Beach,**

Florida.

4. AMD will have a personal representative at Westover prior
to the 13th who will be in contact with Dillon.

B. After conferring with AMD and noting their
thorough manner of handling this particular project, it is
recommended that as little supervision as possible outside of
that outlined in Paragraph 5 be exercised over their planning
of this operation.

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